

ILLINOIS  
DEPARTMENT OF  
**NATURAL RESOURCES**

524 South Second Street, Springfield 62701-1787

Jim Edgar, Governor ● Brent Manning, Director

RECEIVED

JUN 15 1998

DESIGN

June 4, 1998

Mr. Jeff Frantz  
The Illinois State Toll Highway Authority  
One Authority Drive  
Downers Grove, Illinois 60515-1703

RE: Lake County  
Transportation Project  
Request for Database  
Information

Dear Mr. Frantz:

The Department of Natural Resources has received your request for attending the meeting on June 9th, at 1:00 p.m. to review the data and information process that will be utilized in studying the resource information on the project referenced above. The Illinois Department of Natural Resources will be represented at this meeting by Pat Malone and myself.

I have also pursued your request for utilizing the Natural Heritage Database on a different basis than agreed to in our MOU. As you are aware, we are concerned about releasing this data for larger geographical areas for a variety of reasons: the data requires extensive interpretation, the data is dynamic not static, and it is the responsibility of this agency to examine the potential for adverse impacts from highway projects.

We do, however, acknowledge the value of having this type of data available in GIS format for planning purposes. As a result, we are willing to provide a limited amount of data to the ISTHA/IDOT joint study effort with certain conditions.

Conditions:

1. The data can only be used for initial planning purposes and does not substitute for the need to coordinate with IDNR and to complete all statutory responsibilities. This includes the role IDNR plays in reviewing early proposals in order to recommend surveys or other actions as part of the planning process.
2. The data will be provided on a project-by-project basis only for new highways in concurrence with the Divisions of Natural Heritage and Natural Resources Review & Coordination... where there is new alignment for a segment of an existing highway or bridge location, the normal procedure for reviewing projects will be utilized. Where a new highway/tollway is being planned, the data will be provided for a reasonable corridor width.

3. The data is valid for a period of one year after which a request for an updated data set will be necessary.
4. The data cannot be transmitted to any source outside of the planning unit of ISTHA (or IDOT), including being released under FOIA requests.

If the above is acceptable, the following data can be provided for a reasonable corridor and not a full county (e.g., 1-2 miles wide):

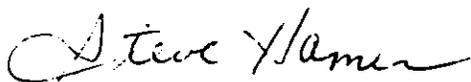
1. The boundaries of dedicated Nature Preserves; this data should be treated differently than the other data in that there is stronger legal protection for Nature Preserves and a requirement to seek approval from the NP Commission prior to impacting a Nature Preserve. When displaying the information, it is recommended that these boundaries be displayed in a color such as red to highlight their legal status.
2. Boundaries of Illinois Natural Area Inventory sites (and Land and Water Reserves where available) - these should be treated and displayed in a different color from Nature Preserves.
3. Endangered and threatened species information will be provided with a 1/4-mile buffer around each "dot". No species names or information will be provided.

It is presumed that every effort will be made by ISTHA/IDOT to avoid these sensitive resources through the planning process and contact IDNR early in their decision-making process to help determine what surveys are needed.

If you feel this type of information would be useful and agree to the conditions in writing prior to the transfer of data, then IDNR would be willing to work with you. It is important to be sure this is acceptable before staff spends the time preparing the data.

If you have any questions on the above, please contact me at 217-785-5500.

Sincerely,



Steve Hamer  
Transportation Review Program  
Division of Natural Resource Review and Coordination



Bureau of Land and Water Resources • State Fairgrounds • P.O. Box 19281 • Springfield, IL 62794-9281  
217/782-6297 • TDD 217/524-6858 • Fax 217/524-4882

June 11, 1998

**RECEIVED**  
JUN 15 1998  
**DESIGN**

Mr. Jeffrey B. Frantz  
Illinois State Toll Highway Authority  
One Authority Drive  
Downers Grove, Illinois 60515-1703

Re: Lake County Transportation Improvement Project

Dear Mr. Frantz:

Upon attending the June 9, 1998 Resource Agency Group Meeting, I noticed a chart that had been prepared for the meeting entitled "Who Is Doing The Work On This Project." It mentioned the entities that will be responsible for addressing the impacts to the various segments of the natural environment, with the exception of agriculture. Since farmland conversion will likely be the project's greatest environmental impact, I was quite surprised to see it missing from the chart.

We would request that proper attention be given to the project's agricultural impacts. This would include (a) assessing the impacts, (b) efforts made to avoid or minimize those impacts, and (c) actions taken to mitigate the agricultural impacts. We would further request that only qualified entities be assigned to addressing the agricultural impacts.

Please respond to our concerns. We would appreciate knowing (a) that the project's agricultural impacts will be comprehensively addressed, and (b) who will address the agricultural impacts.

Sincerely,

A handwritten signature in cursive script that reads "James R. Hartwig".

James R. Hartwig, Supervisor  
Office of Farmland Protection and Mined Land Reclamation

JRH:drs

cc: Pete Frantz, IDOT Central Office  
John Rowley, IDOT Central Office  
Bill Barbel, IDOT District One  
Kevin Rund, Illinois Farm Bureau  
Lake County SWCD



The Illinois State Toll Highway Authority  
One Authority Drive  
Downers Grove, Illinois 60515-1703  
630/241-6800  
Fax: 630/241-6100  
TTY: 630/241-6898

June 26, 1998

Mr. James R. Hartwig  
Illinois Department of Agriculture  
Bureau of Land and Water Resources  
State Fairgrounds  
P.O. Box 19281  
Springfield, Illinois 62794-9281

RE: Lake County Transportation Improvement Project

Dear Mr. Hartwig:

Thank you for your letter of June 11, 1998. In that letter you commented on a display board prepared by CH2M Hill. The purpose of that display board is to list the consultant and subconsultant team for this study; and for the subconsultants only, the board listed the issue areas for which they will be responsible.

However, to answer your question, CH2M Hill, the prime consultant, will be responsible for assessing impacts to agriculture. Their firm is prequalified with the Illinois Department of Transportation for complex studies of this type, including assessing impacts to agriculture as well as other resources.

Your characterization of potential agricultural impacts, which have yet to be identified, as the "project's greatest environmental impact" is premature. This study will assess all manner of impacts to the environment, but this has yet to be initiated. Further, it would be improper for me to prioritize resource issues as your characterization does.

Please feel free to call me at 630/241-6800 extension 3909 if you have any additional questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jeffrey B. Frantz'.

Jeffrey B. Frantz  
Environmentalist

JBF:

cc: Peter J. Frantz, P.E., IDOT  
William Barbel, IDOT Dist. 1  
Larry Martin, CH2M Hill  
John Rowley, IDOT  
Kevin Rund, Illinois Farm Bureau  
Lake County Soil and Water Conservation District  
Lake County Transportation Improvement Project

## Meeting with U.S. EPA

**PROJECT:** Lake County Transportation Improvement Project  
**ATTENDEES:** Meeting Participants (sign-in sheet attached)  
**CC:** Pete Frantz, IDOT Central Office  
Dave Lutyens, LCTIP  
**NOTES PREPARED BY:** CH2M HILL  
**MEETING DATE:** August 19, 1998

Representatives from the project team meet with John Haugland/Regional Economist of the U.S. Environmental Protection Agency at the Illinois Department of Transportation's downtown office on August 19, 1998. John was referred to the project team by Eugene Goldfarb/USHUD and Mike MacMullen/USEPA. John is leading a group at USEPA Region 5 that is researching sustainable development. The meeting focused on various initiatives to examine sustainable development in the metropolitan area. The project team is interested in hearing about information/research on urban sprawl that may be relevant or useful to this project.

Jeff Frantz/ISTHA began the meeting by providing John with an overview of the project. He then asked John if he had any materials or knew of resources to help the project team address the sustainable development issue. John directed the project team to the following resources:

1. Smart Growth Network: The Urban Land Institute is involved in this initiative. Their website address [www.smartgrowth.org](http://www.smartgrowth.org).
2. EPA Transportation Partners: The Chicagoland Bicycle Federation and businesses are involved in this initiative.
3. Dave Schultz, Northwestern University
4. USEPA site: [www.epa.gov/region5/sprawl](http://www.epa.gov/region5/sprawl)
5. RailVolution
6. Metropolitan Planning Council: This organization has initiated a campaign for sensible growth.
7. Smart Growth Index
8. USEPA Brownfields team

John also mentioned that he has started a library of information on sustainable growth and development. He said that he would share this information with the project team.



U.S. Department of Housing and Urban Development  
Environmental Staff  
Midwest Office  
77 W. Jackson Blvd.  
Chicago, Illinois 60604-3507  
<http://www.hud.gov/local/chi/chlenv1.html>

RECEIVED  
JAN 19 1999  
ENVIRONMENTAL  
PLANNING

January 12, 1999

Jeffrey B. Frantz  
Senior Environmental Planner  
Lake County Transportation Project  
25663 Hillview Court  
Mundelein, Illinois 60060

Dear Jeff:

**SUBJECT: Comparing impacts of various alternatives  
Lake County Transportation Project**

I enjoyed the December meeting. I continue to be impressed with the manner in which this process is being conducted. The pursuit of a broad range of alternatives is commendable not just for your willingness to look at these early in the process, but also for the resources that you're throwing at this effort. I don't think I've ever seen a process that appeared to take the NEPA mandate as seriously.

At the meeting you introduced the concept of families of alternatives along with a two phased approach to evaluation of these alternatives. The idea is to use one set of factors to ascertain the most viable alternatives within each family, and then the most viable alternatives within each family would be measured against each other (and, presumably, the no-action alternative). The four families identified were:

- I-94 family
- Boundary family
- central arterial family
- Il 53 family

One set of factors would be used for the phase 1 evaluation, another for the phase 2, and a third group (not included in our handouts) would not be used in the evaluation.

Although I endorse the two phased family approach, I have some concerns about which second phase data will help us in distinguishing between the secondary impacts of the various alternatives, particularly those impacts related to sprawl. As I recall quite a number of resource agencies shared the view that secondary impacts of stimulating growth could easily exceed the primary impacts due to road construction. Most of us recognize that certain types of growth are preferable to others, and that strategic planning decisions, such as highways and utilities, can shape and influence

TEL: (312)353-1696 X2727 FAX: (312)353-5417 EMAIL: [eugene\\_goldfarb@hud.gov](mailto:eugene_goldfarb@hud.gov) [steve\\_vahl@hud.gov](mailto:steve_vahl@hud.gov)

growth. Many of us want to avoid promoting development that would use more energy and convert more agricultural land than more compact development. I also think we should identify to what degree, if any, the different alternatives would promote further development of "greenfield" areas at the expense of older established urban areas.

From this perspective the report prepared by ACG was very interesting and informative. This type of analysis will be very helpful in distinguishing between the different alternatives. My question at this point is how will these types of factors fit into the (two tiered) process? I could not readily distinguish the ACG factors in your preliminary list of second phase factors. Your inclusion of ACG obviously means you share these concerns, yet I am confused about how this will fit into the process.

I've also reviewed the list of "data needs for secondary impacts" I submitted this summer (attached). Which of these will be available in your analysis, and why were the others rejected?

As I noted at the meeting, I'd appreciate receiving a copy of the following:

- 1) the ACG report once it's available,
- 2) the list of all the factors (in the GIS system), including those that won't be used to evaluate alternatives,
- 3) The list of data sources for the GIS system, including contacts

I'm also interested in taking you up on your offer of having Jeff bring his laptop over so I can get a better feel of what is in the GIS database.

Thanks again for including me in the process.

Sincerely,



Eugene Goldfarb  
Midwest Environmental Officer

## Lake County Transportation Project Data Needs for Secondary Impacts

### Roadway

Major E/W & N/S routes

Capacity

Current ADT's

Projected ADT's given diff alternatives

### Demographic

population projections (by township)?

w/ expressway

w/ other alternatives

not just absolute #'s, but also % change

### Energy/Sprawl

Vehicle miles traveled

total

per person

% change (by township?)

trying to show - does any alternative promote sprawl (which, by its nature, promotes more & longer trips, therefore more vmt & energy)

energy/gallons of gasoline - since vmt would not show congestion, this would show how more congested conditions inc use of energy

### Air Quality

Do certain alternatives promote higher vehicle use & therefore higher emissions?

Do some alternatives promote more congestion & therefore higher emissions?

### Mass Transit

Which alternatives promote mass transit &/or other modes (eg bikes)? How?

### Employment Centers

How would different alternatives affect placement of new employment centers?

(If an expressway is built would new employment centers locate near interchanges?) How would this affect older more mature communities?

### Local Controls

Do the local governments affected protect environmentally sensitive (eg. floodplains & wetlands) areas?

How is farmland protected?

Infrastructure

Will certain alternatives promote growth that will call for new infrastructure (eg. water & sewer)? Can we quantify amount of new infrastructure needed by alternative?



The Illinois State Toll Highway Authority  
One Authority Drive  
Downers Grove, Illinois 60515-1703  
630/241-6800  
Fax: 630/241-6100  
T.T.Y. 630/241-6898

June 14, 1999

**JUN 16 1999**

Mr. Eugene Goldfarb  
Environmental Officer  
U.S. Department of Housing and Urban Development  
77 W. Jackson Blvd.  
Chicago, Illinois 60604-3507

**RE: Lake County Transportation Improvement Project  
Response to 1/12/99 Letter**

Dear Mr. Goldfarb:

Thank you for your January 12, 1999, letter about the alternative development and screening process for the Lake County Transportation Improvement Project (LCTIP). The purpose of our Resource Agency Group meetings is to stimulate discussion of issues such those relayed in your letter. I am pleased that those meetings are indeed having that effect. I apologize for taking so long in returning your letter, but the project team felt that we needed to further construct our alternatives development process before we were in a position to answer the questions you raised.

During the December 21, 1998, Resource Agency Group meeting, you introduced the possibility of trying to identify the impact of LCTIP alternatives on new development, or "sprawl" as it is often called, during the second tier of alternatives development and screening. Let me be clear in conveying that while we have not dismissed that possibility, we need to consider the current alternatives development process as it has evolved since our December meeting.

As the alternatives development and evaluation process evolves, we are more aware of the anticipated products during each round of development. Initially, alternatives will be developed separately for each component of the transportation system, i.e., roadways, rail, bus, etc. The roadway alternatives will be developed from five starting points:

- Interstate 94
- US Route 12
- Illinois Route 83 / US Route 45
- Illinois Route 120
- Illinois Route 53

Each of these starting points yields a different set of roadway improvements. The process for developing the roadway alternatives will be computer aided, using a trip table that is associated with the project no-action improvements. The al Chalabi Group (ACG), as you recall, prepared the population and employment distribution associated with the project no-action network of transportation improvements. ACG's work was then taken by Chicago Area Transportation Study and converted to a trip table that could be used in the project's travel model.

This method for developing alternatives at this stage does not provide a reliable means to evaluate the land use related impacts associated with the various alternatives. This can only be accomplished by developing separate population and employment distributions related to each set of improvements. Additionally, at this stage of the alternatives development process, it cannot take into account the effect created by combining the alternatives for the other modes with the roadway alternatives. The project team anticipates developing alternative specific population and employment forecasts only for the finalist alternatives (approximately 2-4). Doing this for the early rounds of alternative development would be expensive, time consuming, and confusing.

For the purposes of this study, sprawl would be an example of secondary and cumulative impacts. While it is clear that sprawl is a very popular topic for discussion at the present time, there is still not a reliable means of identifying the effect of transportation or any other of the many contributing factors on development at the parcel-size geographic scale which you are requesting. There is not even agreement on which factors contribute the most in any given situation, or which can be controlled without adversely affecting the economy.

The list attached to your letter concentrates on transportation related connections to sprawl and does recognize the vast array of factors which have spurred significant development in Lake County without the construction of any major transportation improvements. Development is the product of a number of socio-economic factors. In recent studies on the subject, transportation is one of a half-dozen factors that contribute to development. Other factors include Lake County's geographic position in the Chicago metropolitan area, growing employment opportunities in Lake County, investment in water and sewer lines, the proposed deregulation of these facilities by the Illinois Environmental Protection Agency, the zoning practices of Lake County and its municipalities, and people's desire to live in spacious developments. While this is a transportation related Environmental Impact Statement, any discussion of sprawl in our analysis must be able to recognize the impact of these other factors.

Of the items on your list, they will be addressed in the following manner during our analysis:

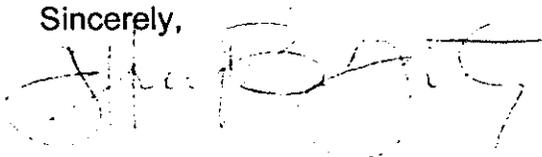
- Roadway (ADT and capacity data) - These, as well as a number of other transportation measures, are already a part of the analysis.
- Demographic - We will ask ACG to develop projections for the finalist set of alternatives. For the reasons discussed above, separate projections earlier in the process would be onerous.
- Energy / sprawl - The VMT will be considered in the development of alternatives. Alternatives will also be assessed for their Vehicle Hours of Delay (VHD).

- Air quality - The adopted alternative will have to be part of a conforming plan and TIP.
- Mass transit - As we have discussed from the beginning, a mass transit component will be included with all alternatives. This component is currently under development with the input of the mass transit providers.
- Employment centers - It is important to note that the alternatives are located in areas where development has already occurred.
- Local controls - Local controls will certainly be discussed in the environmental document for the study. Beyond local controls - and at least as importantly - both the state and federal governments regulate resource conversion.
- Infrastructure - As with the discussion of employment centers, it is important to note that the alternatives are located in areas where significant development has already occurred. Any such quantification, if technically possible with any degree of reliability, would need to consider the other factors which drive development.

As you requested, I have attached a list of the GIS sources included in the database. I have also asked that CH2M HILL make arrangements with you to view the database.

Please feel free to call me at 630/241-6800 extension 3909 if you have any questions.

Sincerely,



Jeffrey B. Frantz  
Senior Environmental Planner

Attachments

JBF:mm

cc: Peter J. Frantz, P.E., - IDOT Central Office  
William Barbel - IDOT District One  
Larry Martin - CH2M HILL  
Jon-Paul Kohler, FHWA  
LCTIP files

# GIS Database Organized by Source

December 22, 1998

Source	Data Layer Description
<b>USGS</b> ( <a href="http://www.usgs.gov">www.usgs.gov</a> ) SDTS and DLG files	Elevation contour lines
	Roads
	Railroads
	Modal transport (airports, utilities, pipelines)
	Hydrographic features (lakes, streams and other water courses)
	Manmade features (churches, government buildings, communication towers, etc.)
	Non-vegetative cover
	Surface cover
	Public Land Survey System
	Boundaries
<b>IDNR</b> Dr. Deanna Glosser (217-785-5500)	Threatened and Endangered Species
	INAI Sites
	Nature Preserves
	Biological Stream Characterization
<b>IDNR (CD-ROM)</b> Also available over the web: <a href="http://www.isgs.uiuc.edu">www.isgs.uiuc.edu</a>	Land cover
	State parks
	State conservation areas (none in the study area)
	State forests
	State fish and wildlife areas (none in the study area)
	Federal lands
	Cemeteries
	County boundaries
	Township boundaries
	7.5' Quadrangle boundaries
	Census block boundaries
	Municipal boundaries
Wells and borings	
<b>US Fish and Wildlife Service</b> ( <a href="http://www.nwi.fws.gov">www.nwi.fws.gov</a> )	National Wetlands Inventory (NWI)
<b>FEMA (CD-ROM)</b> Order information: <a href="http://www.fema.gov">www.fema.gov</a>	FEMA Q3 flood data
<b>National Park Service</b> ( <a href="http://www.nps.gov">www.nps.gov</a> )	Historic sites and districts on the National Register of Historic Sites

<b>NIPC</b>  Kim Souliere (312-454-0400)	Land use
	Public land survey system (sections and quarter sections)
	1990, 1996, and 2020 Population and employment data by quarter section
	Bike trails and paths
	1992 Greenways plan trails
	Parks, forest preserves, etc.
	McHenry County ADID study
<b>Lake County</b>  Dick Hilton (847/360-7397)	Political township boundaries in Lake County
	Incorporated areas in Lake County as of 12/31/96
	Hydric soils
	ADID wetlands study
	Lake County Wetlands Inventory
	List of employer addresses and number of employees
	Watersheds and basins in lake county
<b>Cook County</b> Mary Jo Horace Alan Hobscheid (312-603-1399)	Cook County forest preserves
	Municipal lines
	Roads and right-of-way
	Railroads
	hydrography
	Cultural features
	USGS public land survey system
<b>RTA (312-917-0700)</b> Sid Weseman Supin Yoder (312-917-0761)	Metra lines and stations
<b>Pace</b> Richard Bazda Brad Thompson (847-228-2393)	Pace bus routes
<b>Illinois DOT</b> Jim Hall (217-785-2752)	IRIS database and road network
<b>Chicagoland Bicycle Federation</b> Randy Neufeld (312-427-3325)	Recommended bicycle routes
<b>Environmental Data Resources, Inc. (Commercial service)</b>	Hazardous Materials Sites

CH2M Hill  Request through ISTHA	McHenry County Conservation Areas (digitized from paper map provided by McHenry County)
	1997 Land use updates (updates to NIPC Land use from 1997 aerial photography)
	Historic Sites and district (coverage created from coordinate data on NPS web site)
	Churches (combination of USGS MS cover churches and those identified during data validation)
	Cemeteries (combination of USGS MS cover cemeteries, IDNR cemeteries and those identified during data validation)
	Schools (combination of USGS MS cover schools and those identified during data validation)
	Hospitals (combination of USGS MS cover hospitals and those identified during data validation)
	Lake county employer data geocoded to create coverage
	Basins outside lake county (digitized from USGS 1:24000 hydrologic atlas maps)

FEB 28 2001



IN REPLY REFER TO:

## United States Department of the Interior

FISH AND WILDLIFE SERVICE  
Chicago Illinois Field Office  
1250 South Grove Avenue, Suite 103  
Barrington, Illinois 60010  
847-381-2253 Fax 847-381-2285

FWS/AES-CIFO

February 26, 2001

Mr. Rocco J. Zucchero  
Lake County Transportation Improvement Project  
25663 Hillview Court  
Mundelein, Illinois 60060

Dear Mr. Zucchero:

This responds to your letter dated February 1, 2001 requesting information on endangered or threatened species on or near the two proposed transportation alternative projects: 1) the extension of IL 53 as a freeway or a tollway, and 2) the IL 83/US 45 with US 12, as depicted on the maps you enclosed.

Based on the information provided in your submittal and a review of our records, there are many Lake County sites which are known habitats for the federally threatened eastern prairie fringed orchid (*Platanthera leucophaea*). This threatened plant species inhabits wet prairies of the midwest. If any prairie remnants are found within the project areas, we request that searches for this species be conducted between June 26 and July 11 in coordination with this office, as this is when the orchid typically flowers and is most identifiable. If any eastern prairie white fringed orchid are found, this office should be notified immediately. The locations included in your project that coincide with known orchid locations are as follows:

- Extension of IL 53 as a freeway or tollway  
T45N, R11E, Section 26  
T43N, R10E, Section 24
- IL 83/US 45 with US 12  
T45N, R11E, Sections 26 and 35  
T44N, R11E, Sections 1, 12, 35, and 36  
T43N, R11E, Section 19

Also note that portions of the proposed project sites are located at or near Lake County ADID (Advanced Identification) wetland sites. ADID studies are conducted under the auspices of the U.S. Environmental Protection Agency to identify in advance of specific projects, those wetlands that are of the highest function and value, and therefore unsuitable for disturbance. The results of ADID studies provide landowners and planners with information about the most important aquatic resources in a given area so

that advance planning can take them into account. We strongly caution you to avoid impacts to these sites. The ADID site locations are as follows:

- Extension of IL 53 as a freeway or tollway
  - T45N, R11E, Section 25 (ADID 79 is in section, though no project lines indicated)
  - T45, R11E, Section 29 (ADID 200)
  - T45, R11E, Section 32 (ADID 200)
  
  - T45N, R10E, Section 31 (ADID 87)
  - T45N, R10E, Section 32 (ADID 76 and 193)
  - T45N, R10E, Section 33 (ADID 193)
  
  - T45N, R9E, Section 34 (ADID 81 is in section, though no project lines are shown here)
  - T45N, R9E, Section 35 (ADID 73 is in section, though no project lines are shown here)
  - T45N, R9E, Section 36 (ADID 82, 83, 84, and 85 are all in section, though no project lines are shown here)
  
  - T44N, R10E, Section 25 (ADID 127)
  - T44N, R10E, Section 35 (ADID 143)
  
  - T44N, R9E, Section 3 (ADID 73)
  
  - T43N, R10E, Section 1 (ADID 143, 149, and 157)
  - T43N, R10E, Section 2 (ADID 143)
  - T43N, R10E, Section 13 (ADID 170)
  - T43N, R10E, Section 14 (ADID 169)
  - T43N, R10E, Section 23 (ADID 170)
  - T43N, R10E, Section 24 (ADID 170)
  - T43N, R10E, Section 25 (ADID 180)
  - T43N, R10E, Section 26 (ADID 180)
  - T43N, R10E, Section 35 (ADID 183 and 184)
  
- IL 83/US 45 with US 12
  - T45N, R11E, Section 32 (ADID 200)

T45N, R11E, Section 35 (ADID 91)

T45N, R10E, Section 34 (ADID 78)

T44N, R11E, Section 1 (ADID 97)

T44N, R11E, Section 4 (ADID 96)

T44N, R11E, Section 9 (ADID 106)

T44N, R11E, Section 10 (ADID 107)

T44N, R11E, Section 12 (ADID 108)

T44N, R11E, Section 25 (ADID 127)

T44N, R11E, Section 34 (ADID 198)

T44N, R10E, Section 25 (ADID 127)

T44N, R10E, Section 35 (ADID 143)

T44N, R10E, Section 36 (ADID 143)

T43N, R11E, Section 2 (ADID 154)

T43N, R11E, Section 3 (ADID 198)

T43N, R11E, Section 7 (ADID 151)

T43N, R11E, Section 18 (ADID 170)

T43N, R11E, Section 19 (ADID 170)

T43N, R10E, Section 19 (ADID 175)

T43N, R10E, Section 25 (ADID 180)

T43N, R10E, Section 35 (ADID 183 and 184)

For project site areas with no project lines indicated on the enclosed maps and specifically cited above, we request additional information as to the proposed purpose.

This letter only addresses federally listed species; the Illinois Department of Natural Resources should be contacted for information on state-listed species. Any impacts to wetlands or waters of the United States will require a permit from the U.S. Army Corps of Engineers. This letter does not preclude separate evaluation and comment by the U.S. Fish and Wildlife Service on wetland impacts proposed for section 404, Clean Water Act authorization.

Rocco J. Zucchero

4

If you have any questions, please contact Mr. Jeff Mengler at 847/381-2253, ext. 226.

Sincerely,



John D. Rogner  
Field Supervisor



cc: ACOE, Mike Murphy  
IDNR, Schanzle, Shank  
USEPA, MacMullen, Elston  
IDOT, Harmet

May 24, 2001

Jeff Mengler  
U.S. Fish and Wildlife Service  
1250 South Grove Ave. Suite 103  
Barrington, IL 60010

RE: Lake County Transportation Improvement Project

Dear Mr. Mengler:

Thank you for your February 26, 2001 letter responding to our request for information on threatened and endangered species on or near the two proposed LCTIP finalist build alternatives; the IL 53 Freeway/Tollway and IL 83/US 45 with US 12 options.

In your correspondence you indicated that there are portions of the proposed project sites that are located at or near Lake County ADID wetland sites that appeared to be omitted on the exhibits we provided to you. As we discussed on May 2nd, the sites you referenced were not identified on our exhibits because they are beyond the area of potential impact. Attached is a copy of the GIS wetland inventory that was developed for the LCTIP. This exhibit highlights the locations of those ADID wetlands you identified as missing (ADID 73, 79 and 81-85).

Also enclosed for your review are two GIS generated maps which highlight the sections where the federally threatened Eastern Prairie Fringed Orchid (*Platanthera leucophaea*) is known to exist near the two finalist alternatives. Additionally, this project has been coordinated with the Illinois Department of Natural Resources regarding the presence of state-listed species. These sites are also shown on the attached exhibits.

The avoidance of ADID wetlands as well as endangered and threatened species has been a key aspect of our rigorous planning process for both build alternatives. We appreciate your participation in this study and look forward to continued coordination with your office.

If you have any questions or require additional information, please contact me at 630-241-6800 extension 3909.

Sincerely



Rocco J. Zucchero  
Senior Environmental Planner

Attachment

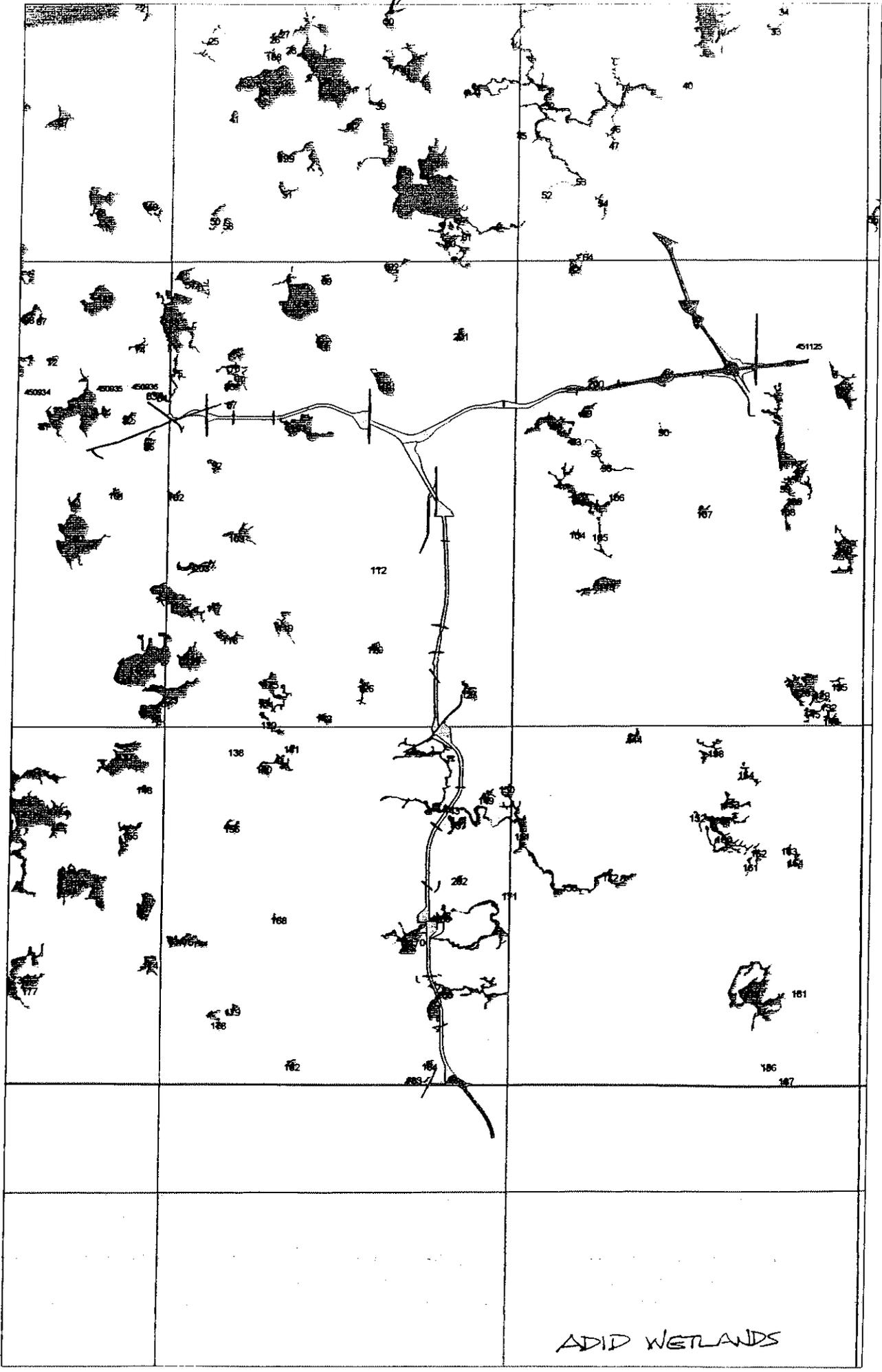
cc: Mike Murphy/Brian Smith, ACOE  
Schanzle/Shank, IDNR  
Mike MacMullen/Sue Elston, USEPA



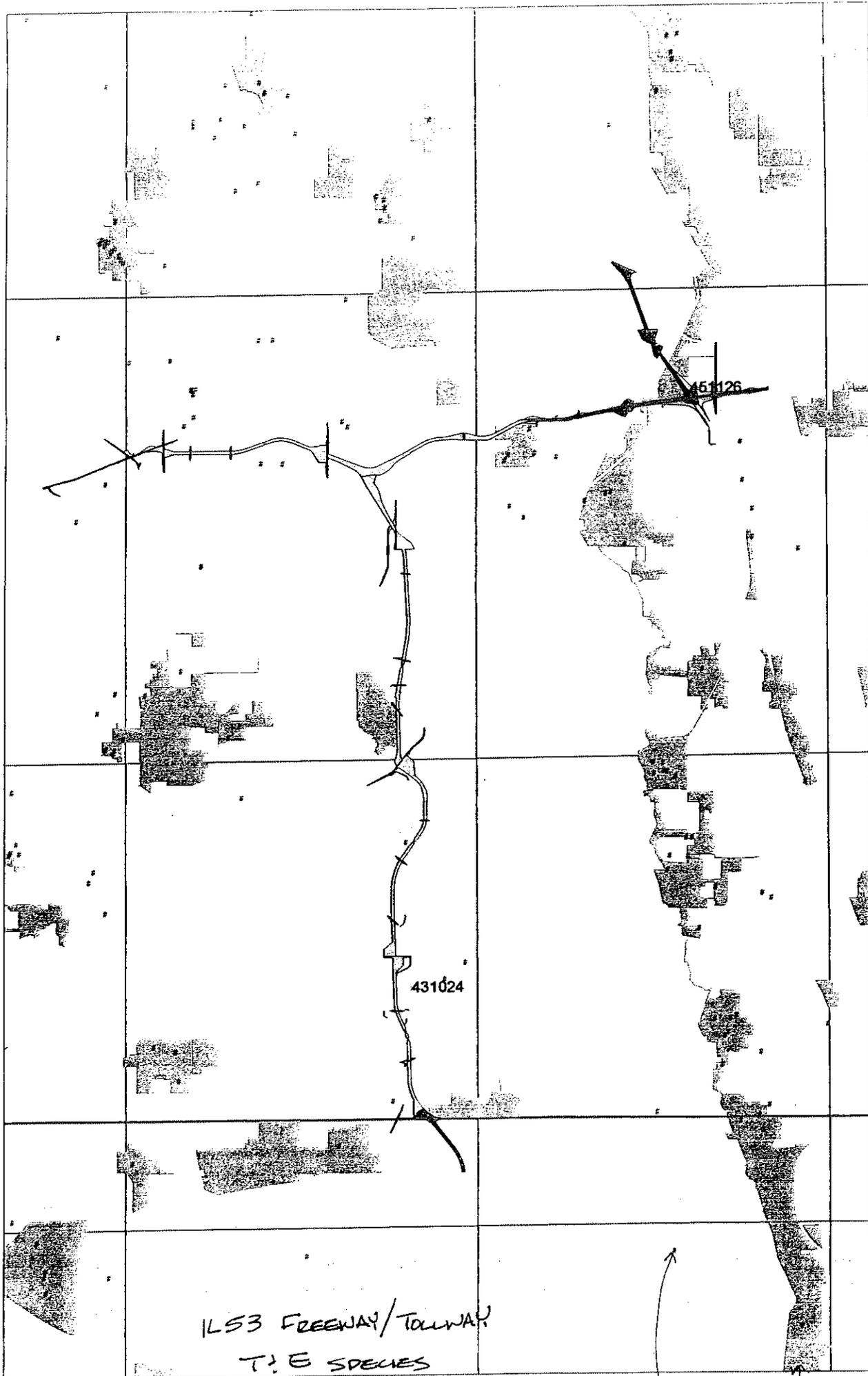
Lake County Transportation  
Improvement Project

25663 Hillview Court  
Mundelein, Illinois 60060

847 438 3442 Tel.  
847 438 3472 Fax.



ADID WETLANDS

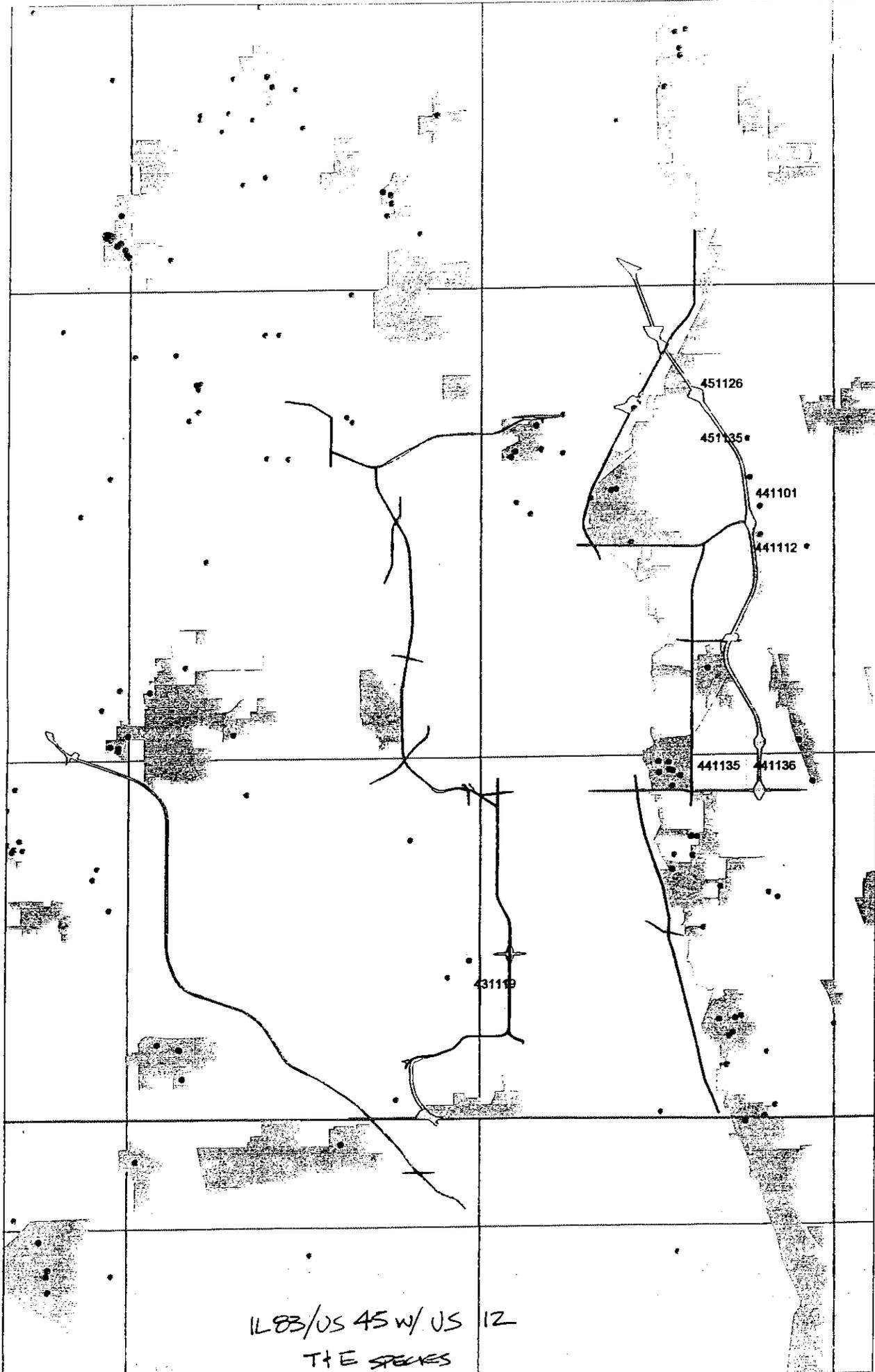


153 FREEWAY/TOLLWAY  
T & E SPECIES

Labels: Township Range Section

Township

Range Section



IL 83/US 45 w/ US 12  
THE SPECKS



DEPARTMENT OF THE ARMY  
CHICAGO DISTRICT, CORPS OF ENGINEERS  
111 NORTH CANAL STREET  
CHICAGO, ILLINOIS 60606-7206

JUN 22 2001

REPLY TO  
ATTENTION OF:

Construction-Operations Division  
Regulatory Branch  
199500235

SUBJECT: Proposed Wetland Evaluation and Assessment Methodology  
for the Lake County Transportation Improvement Project in Lake  
County, Illinois

Lake County Transportation Improvement Project  
ATTN: Rocco Zucchero  
25663 Hillview Court  
Mundelein, Illinois 60060

Dear Mr. Zucchero:

This is in reference to the draft Lake County Transportation Project (LCTIP) Wetland Assessment Method. Representatives of the Chicago District met with you on May 1, 2001 to discuss the proposed LCTIP Wetland Assessment Method. In addition, we visited some of the identified wetland sites on May 24, 2001. We are providing these comments in response to our review of the proposed LCTIP Wetland Assessment Method. We believe that our recommendations will facilitate planning and design of the proposed project and the establishment of clear goals and objectives for compensatory wetland mitigation.

The proposed project would involve impacts to several waterbodies in two major watersheds, the Fox River watershed and the Des Plaines River watershed. Impacts to wetlands including waters of the United States associated with this proposed project range from approximately 58 to 96 acres. We have reviewed the LCTIP Wetland Assessment Method and found no clear rationale for the four wetland quality classes or nine wetland size classes.

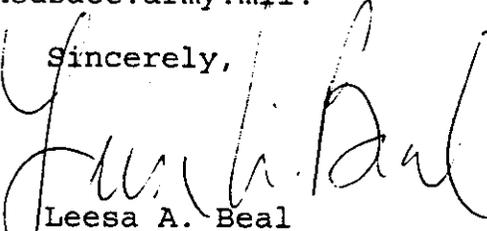
We recommend that the wetland quality classes be reduced from four to three classes. This revision will facilitate the application of the three general types of mitigation as required under the Section 404(b)(1) Guidelines, avoidance, minimization and compensatory mitigation. A three class system would make evaluation of impacts to moderate and low quality wetlands less arbitrary than the proposed four class system. Class III quality wetlands, being the lowest in quality and function, would likely be more suitable for a form of off-site mitigation or enhancement mitigation. Generally, the mitigation ratio for these wetlands is usually 1.5 to 1.

Class I and Class II quality wetlands should be avoided to the maximum extent practicable and site-specific best management practices should be considered to protect these wetlands from long-term indirect impacts. Class I quality wetlands should be considered generally unsuitable for filling and unmitigable. Due to the continued uncertainty regarding the success of wetland creation and habitat development, impacts to and mitigation for Class I and Class II wetlands shall be subjected to a higher level of discretion and a higher mitigation ratio for impacts. Our recommendation for a three class system would increase the level of discretion over higher quality by increasing the number of wetlands per class.

We also recommend revisions to the wetland size classes used in the LCTIP Wetland Assessment Method. We recommend that four additional classes be provided for wetlands 0 to 20 acres in size (0-2, 2-5, 5-10, and 10-20) to account for functionality and viability of wetlands greater than 2 acres in size. Therefore, additional wetland size classes are recommended in order to more accurately characterize the value of smaller wetlands that may exhibit higher quality or functional value(s).

We thank you for the opportunity to comment on the LCTIP Wetland Assessment Method and participate with the Resource Agency Group of the LCTIP. If you have any questions, please contact Mr. Brian Smith by telephone at (312) 353-6400, extension 4031, or email at [brian.l.smith@usace.army.mil](mailto:brian.l.smith@usace.army.mil).

Sincerely,



Leesa A. Beal  
Chief, Permit Section  
Regulatory Branch

Copies Furnished:

United States Environmental Protection Agency (MacMullen)  
United States Fish & Wildlife Service (Mengler)  
Illinois Department of Natural Resources (Schanzle)  
Illinois Nature Preserve Commission (Nelson)